

Remarks

Claims 1-20 remain in the case.

The rejection of claims 1-4, 8 under 35 U.S.C. 103(a) as being unpatentable over Flick (U.S. Pat. No. 5,739,747) is respectfully traversed.

Claim 1 recites a vehicle security system for a vehicle having a monitoring device for sensing the presence of a body within the vehicle. A transmitter in the vehicle broadcasts an intrusion signal to a remote vehicle interface device exterior to the vehicle in response to the monitoring device sensing the presence of the body within the vehicle. A transceiver activates the intrusion indicator in response to receiving the intrusion signal without simultaneously initiating an activation of a vehicle alarm system.

Flick describes a vehicle security system that includes a controller for controlling a plurality of security indication signals that are used to generate a plurality of vehicle-based local security system condition indications about the vehicle by a vehicle local indicator. A local transmitter generates signals to a remote unit carried by an individual that emulates or mimics the local security system conditions indications generated by the local indicator. For example, a chirp, siren or horn generated by the local indicator (including the pattern of sounding device) would be mimicked or emulated by the remote unit.

The intruder indicator of the present invention functions independently of any vehicle-based warning indicators. When the fob receives an intrusion signal from the vehicle-based transmitter, the fob outputs an alert indicator irrespective of any vehicle-based alarm system is activated or not. The vehicle-based alarm system may be activated without any activation of the vehicle-based alarm system, or may be activated prior to an activation of the vehicle-based alarm system. The remote unit as used in Fick relies on mimicking or emulating the vehicle based security indicators. Since Fick fails to suggest the limitation of activating an intrusion indicator without simultaneously initiating an activation the vehicle-based alarm system, the rejection of claim 1 should be reversed.

Claims 2-4, and 8 depend from claim 1 and are therefore allowable.

The rejection of claims 5-7, 10, 13, and 16 under 35 U.S.C. 103(a) as being unpatentable over Flick (U.S. Pat. No. 5,739,747) in view of Greene (U.S. Pat. No. 6,107,914) is respectfully traversed.

The rejection of claims 5-7, 10, 13, and 16 under 35 U.S.C. 103(a) as being unpatentable over Greene (U.S. Pat. No. 6,107,914) is respectfully traversed.

Claims 5-7, 10, 13, and 16 depend from claim 1 are therefore allowable.

The rejection of claims 9 and 17-19 under 35 U.S.C. 103(a) as being unpatentable over Flick (U.S. Pat. No. 5,739,747) in view of Greene (U.S. Pat. No. 6,107,914), and in further view of Attring et. al. (U.S. Pat No. 6,556,135) is respectfully traversed.

Claim 9 depends from claim 1 and is therefore allowable.

Claim 17 recites a method for sensing a presence of a body within a vehicle. The method includes locking the vehicle and activating a monitoring device for detecting the presence of a body within the vehicle. The presence of a body is sensed within the vehicle and an intrusion signal is provided to a remote vehicle interface device indicating the presence of the body within the vehicle. The intrusion indicators are activated without simultaneously initiating an activation of a vehicle alarm system of the vehicle.

Flick describes a vehicle security system that includes a controller for controlling a plurality of security indication signals that are used to generate a plurality of vehicle-based local security system condition indications about the vehicle by a vehicle local indicator. A local transmitter generates signals to a remote unit carried by an individual that emulates or mimics the local security system conditions indications generated by the local indicator. The remote unit as used in Fick relies on mimicking or emulating the vehicle based security indicators. Greene and Attring fail to strengthen the nonobviousness rejection. Greene fails to describe sensing for the presence of a body within the vehicle as discussed earlier. Attring also fails to describe sensing for the

presence of a body within the vehicle. Since Flick, Greene, and Attring fail to teach or suggest the limitations of claim 17 either individually or in combination, the rejection of claim 17 should be reversed.

Claim 19 recites the step of resetting the monitoring device in response to a control action by a carrier of the remote vehicle interface device where the resetting of the monitoring device temporarily suspends the sensing .

The office action references Greene Col 10 line 13-17 which describes the portable device as having an arm/disarm switch where the switch has an arm position and disarm position. The movement of the switch into either position arms or disarms the feature. In contrast to claim 19, the resetting of the monitoring device temporarily suspends the sensing. This is performed so that sensing automatically resumes to determine if the intruder is still within the vehicle without the carrier of the remote device having to manually activate the sensing system. Greene neither suggests nor teaches the temporarily suspending the sensing; rather the reset switch in Greene permanently deactivates the feature until manually activated. The addition of Attring fails to strengthen the rejection as Attring makes no reference to resetting the occupant intruder sensing system for the vehicle. Since Greene and Attring fail to teach or suggest the limitations of claim 19 either individually or in combination, the rejection of claim 19 should be withdrawn.

Moreover, claim 18, 19 depend from claim 17, respectively, and are therefore allowable.

The rejection of claims 14 and 15 under 35 U.S.C. 103(a) as being unpatentable over Flick (U.S. Pat. No. 5,739,747) in view of Greene (U.S. Pat. No. 6,107,914) and in further view of Farukawa (U.S. Pat No. 6,243,022 B1) is respectfully traversed.

Claims 14 and 15 depend from claim 1 and are therefore allowable.

The rejection of claims 11 and 12 under 35 U.S.C. 103(a) as being unpatentable over Flick (U.S. Pat. No. 5,739,747) in view of Greene (U.S. Pat. No. 6,107,914), and in further in view of Osterweil (U.S. Pat No. 6,049,281) is respectfully traversed.

Claim 11 recites re-determining if the sensors sense the presence of the body with the vehicle in response to the reset signal. This allows a user remote from the vehicle to reset the monitoring system which temporarily discontinues sensing for the intruder and after a predetermined delay, the monitoring system re-evaluate if the system correctly detected the presence of an intruder within a vehicle. Flick fails to suggest or describe a reset function. Osterweil describes a system where a caretaker is actuated to deactivate the monitoring device so that the caretaker can render assistance to the monitored individual. The monitoring device in Osterweil is not reactivated to detect the presence of the monitored individual but rather to detect the exiting of the individual from the support structure. In Osterweil, the presence of the individual is already known as the caretaker is within the room assisting the individual. The deactivation of the monitoring system is performed so that the caretaker (i.e., person deactivating the monitoring system) may enter the structure and not trip the monitoring system. Resetting the monitoring system (including after a predetermined delay) allows the caretaker to enter the monitoring area to provide assistance and exit. As a result, there is no motivation to combine the references of Flick, Greene, and Osterweil since combining the references would teach away from the claimed invention. Therefore claim 11 is allowable.

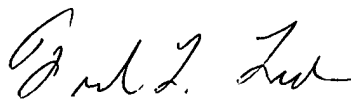
For the same reasons as discussed above, claim 12 is allowable.

The rejection of claims 11 and 12 under 35 U.S.C. 103(a) as being unpatentable over Flick (U.S. Pat. No. 5,739,747) in view of Greene (U.S. Pat. No. 6,107,914), in further view of Attring et. al. (U.S. Pat No. 6,556,135), and in further in view of Osterweil (U.S. Pat No. 6,049,281) is respectfully traversed.

For the same reason discussed above for the allowability of claim 11, claim 20 is allowable.

In view of the foregoing amendment and remarks, all pending claims are in condition for allowance. Favorable action is respectfully solicited.

Respectfully submitted,



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